

Commute Destinations 1998-2002

A Destination-Based Analysis of San Francisco Bay Area Commute Patterns

(February 2003)

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***Prepared for:* MTC's Regional Rideshare Program**

***Prepared by:* RIDES for Bay Area Commuters, Inc.**

This report was prepared as part of the Metropolitan Transportation Commission's Regional Rideshare Program. The contents of this report reflect the view of the author who is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the views of the Metropolitan Transportation Commission.

For further information about this report contact Steve Beroldo
at 510-273-2063 or sberoldo@rides.org.

Commute Destinations 1998-2002

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Introduction:

Since 1992, RIDES for Bay Area Commuters has conducted ten region-wide surveys of Bay Area commute patterns. These surveys are the basis for the *Commute Profile* reports. *Commute Profile* is an origin-based study; this means the sample is based on where commuters live and the data are analyzed geographically in terms of the respondents' counties of origin. This report, *Commute Destinations*, utilizes the same data to examine the information based on respondents' destinations.

Because a single year of *Commute Profile* data would not yield statistically accurate information for a destination-based analysis, this study combines five years (1998 through 2002) of *Commute Profile* data to get large enough samples. The combined data set is composed of 14,816 records as shown in table 1. This is the second edition of *Commute Destinations*. The first included data for 1998 through 2000. The tables in this edition include data aggregated for the five-year period and compare the data from 1998 through 2000 with the data from 2001 through 2002 to begin to look at trends.

Table 1
Total Sample Size

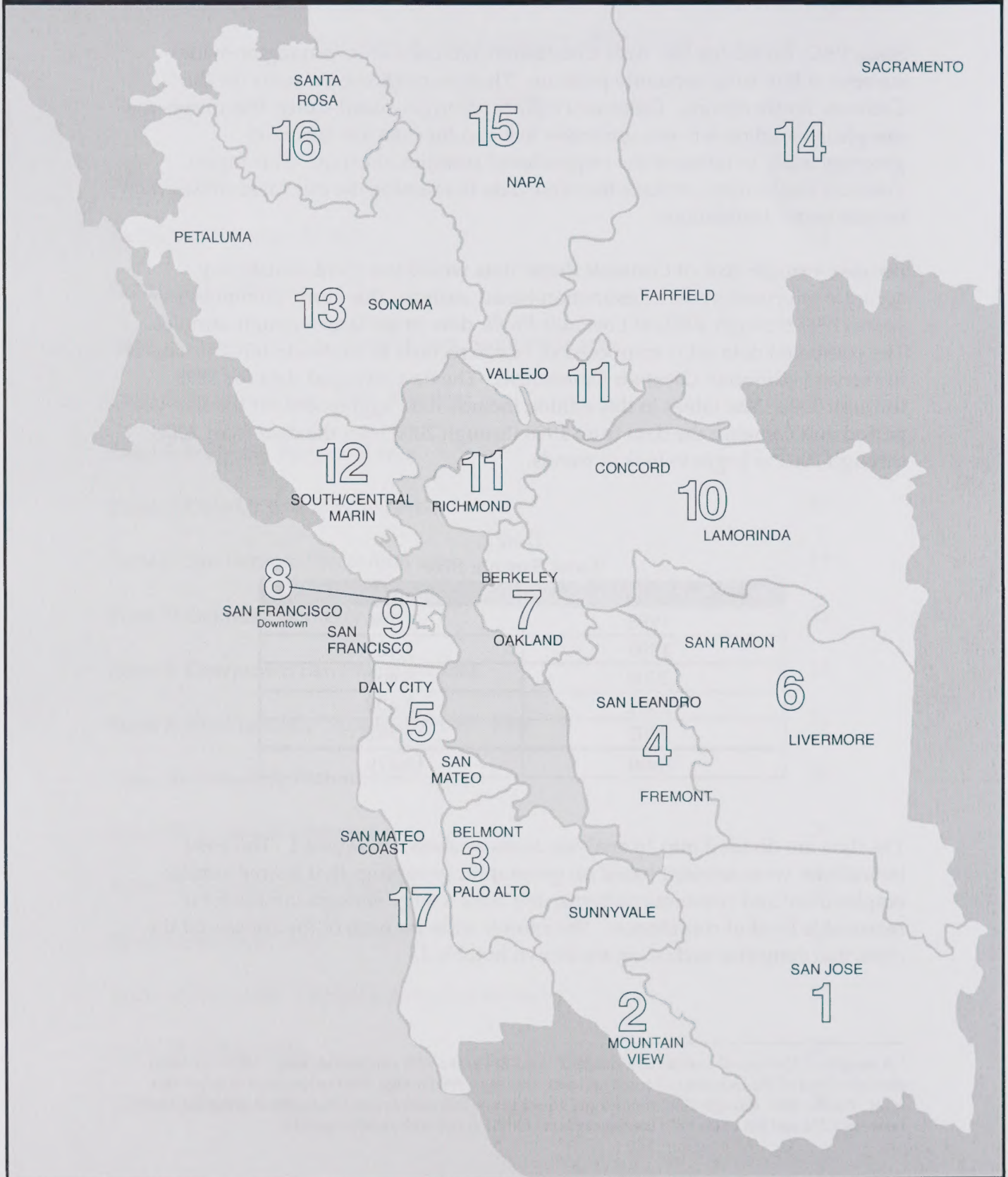
Survey Year	Sample Size
1998	1,154
1999	3,409
2000	3,461
2001	3,400
2002	3,392
Total	14,816

The data are divided into 16 analysis zones as shown in figure 1. The zone boundaries were selected based on geographic groupings that shared similar employment and commute patterns, and have a large enough sample for a reasonable level of confidence.¹ The sample sizes for each of the zones and the cities that comprise each zone are shown in table 2.

¹ A sample of 320 is need to achieve a standard + or – 5% at the 95% confidence level. All zones easily meet this level of the five years of combined data. For the 1998 through 2000 only zone 6 is below this level. For the 2001 through 2002 zones 6 and 16 are below this sample size. The normal sampling error is between 5.5% and 6% at the 95% confidence level for the zones with smaller samples.

Figure 1

Home Locations



For each of the 16 zones, a commute pattern profile has been developed. The profiles include:

- the percentage of commuters who drive alone, carpool, use transit, etc.,
- home locations of respondents commuting into each zone,
- the difficulty of commuting within or to each zone based on respondents' perception of the commute getting better, worse or staying about the same,
- trip distance, trip time and average speed,
- the percent of commuters who use carpool lanes and how much time on average they save,
- the availability of free parking near worksites,
- the level of involvement on the part of employers in trip-reduction activities based on respondents' awareness of employer efforts,
- awareness of RIDES, the 800-755-POOL phone number and 817-1717 phone number,
- Internet access

Table 2
Analysis Zones

Zone	1998-2000	2001-2002	1998-2002	Cities Included
1	635	448	1083	Campbell, Milpitas, Morgan Hill and San Jose
2	511	384	895	Cupertino, Los Altos, Los Gatos, Mountain View, Santa Clara, Saratoga and Sunnyvale
3	515	362	877	Belmont, Menlo Park, Palo Alto, Redwood City and San Carlos
4	371	340	711	Castro Valley, Fremont, Hayward, Newark, San Leandro, San Lorenzo and Union City
5	419	366	785	Brisbane, Burlingame, Colma, Daly City, Millbrae, San Bruno, San Mateo and South San Francisco
6	291	254	545	Alamo, Danville, Dublin, Livermore, Pleasanton, San Ramon, Stockton and Sunol
7	573	478	1051	Alameda, Berkeley, Emeryville and Oakland
8	1090	836	1926	San Francisco Financial District, South of Market and Civic Center (i.e., Downtown)
9	640	415	1055	San Francisco Non-Downtown
10	456	444	900	Antioch, Clayton, Concord, Lafayette, Martinez, Moraga, Orinda, Pacheco, Pittsburg, Pleasant Hill and Walnut Creek
11	373	336	709	Albany, Benicia, Crockett, El Cerrito, El Sobrante, Hercules, Pinole, Richmond, Rodeo, San Pablo and Vallejo.
12	437	438	875	Belvedere, Corte Madera, Fairfax, Greenbrae, Larkspur, Mill Valley, Ross, San Anselmo, San Quentin, San Rafael and Sausalito
13	384	404	788	Cotati, Guernville, Nicasio, Novato, Penngrove, Petaluma, Rohnert Part, Sebastopol and Sonoma
14	317	328	645	Davis, Dixon, Fairfield, Sacramento, Suisun, Travis AFB, Vacaville and Winters
15	598	632	1230	Angwin, Calistoga, Cloverdale, Freestone, Healdsburg, Napa, Rutherford, St. Helena and Yountville
16	377	306	683	Forestville, Santa Rosa and Windsor

Variations Between Zones:

Although there are many similarities between zones, some interesting differences also exist. The narrative directly below discusses some of the key differences.

Commute Mode:

The drive-alone rate for commuters in most zones (13 of 16) is between 73% and 78%. Significantly lower rates are found in the two San Francisco areas (zones 8 and 9) and in the Oakland/Berkeley area (zone 7). Downtown San Francisco has a 36% drive-alone rate. The San Francisco Non-Downtown location has a 50% drive-alone rate and the Oakland/Berkeley zone has a 63% drive-alone rate.

The highest carpool rates (19%) are found in zones 2 (Mountain View, Santa Clara, Sunnyvale area) and 15 (Napa area). The lowest rate (12%) is found in zone 8, downtown San Francisco. The highest vanpool rates, however, are found in downtown San Francisco and zone 6 (San Ramon, Pleasanton, Livermore area). BART usage is highest for commuters headed for the two San Francisco zones and the Oakland/Berkeley zone. Bus use is also highest to the San Francisco destinations. A second tier of relatively high bus use (3% - 4%) is found in zones 5 (Daly City, San Mateo area), 7 (Oakland, Berkeley area), 11 (Richmond, Vallejo area) and 12 (Marin County area).

Home Locations:

The distribution of home locations varies quite a bit between destination zones. For example, only 7% of commuters who work in zone 8 (Downtown San Francisco) also live there. On the other extreme, 88% of commuters who work in zone 15 (Napa area) both live and work in that zone.

Difficulty of Commute:

In each of the five years represented by this data set, respondents were asked if their commute was better, worse or about the same as a year ago. Since this is an aggregation of five year's data, the changes characterized here reflect changes over that time period. Zones 1 (San Jose area) and 2 (Mountain View, Santa Clara, Sunnyvale area) showed the biggest improvement over time. Between 23% and 24% of respondents indicated that conditions had improved. Respondents with destinations in zones 12 (Marin County area) and 16 (Santa Rosa area) indicated the greatest decline in commute conditions. Between 40% and 42% indicated that commute conditions had gotten worse.

As one might suspect, responses have varied over time. Looking just at responses from the 1998-2000 period shows zone 6 (San Ramon, Pleasanton area) and zone 10 (Concord, Walnut Creek area) had the biggest improvements in commute conditions. Twenty-one percent of respondents indicated that their commute had gotten better. Respondents going to zone 3 (Redwood City, Palo Alto area) indicated the greatest decline in commute conditions. Forty-seven percent indicated commute conditions had gotten worse. Looking just at the 2001-2002 responses shows an even more dramatic improvement in the South Bay. Thirty-seven percent of respondents from zone 2 (Mountain View, Santa Clara, Sunnyvale area) and 31% from zone 1 (San Jose area) indicated conditions had improved. At the other extreme, zones 14 (Vacaville, Fairfield, Sacramento area), 15 (Napa area) and 16 (Santa Rosa area) had the highest percentage of respondents indicating conditions had gotten worse – around 44%.

Distance and Travel Time:

One-way trips average, on the low end, just under 12 miles for commuters heading to zone 15 (Napa area) to about 24 miles, on the upper end, for commuters heading to zone 6 (San Ramon, Pleasanton area). The average one-way trip distance is just over 17 miles. Contrary to popular belief, trip distance is actually showing a slight decline over time. For the 1998-2000 time period, average one-way trip distance was just over 18 miles. In the more recent 2001-2002 data, the average is just less than 17 miles.

As one might expect, the zone with the shortest average commute distance also has the shortest travel time. The trip to zone 15 (Napa area) takes approximately 19 minutes. The distance and time ratio does not hold true for the longest trips. Commuters heading to downtown San Francisco (zone 8) have the longest travel time, 43 minutes, even though their travel distance is just above average at 19 miles.

Collecting data on distance and travel time provides the opportunity to calculate travel speed. Downtown San Francisco (zone 8), along with the honor of the longest travel time, also has the slowest travel speed. Commuters traveling to downtown San Francisco travel an average of 27 miles per hour. The high percentage of commuters using transit to get to downtown San Francisco is a big part of the reason for the relatively slow travel speeds. Commuters heading to zone 14 (Vacaville, Fairfield, Sacramento area) have the fastest average travel speed – approximately 40 miles per hour.

Travel Speed and Perception of Commute Conditions:

It is also interesting to compare the relationship between changes in average speed and perceptions of commute conditions. In the three zones (14, 15 and 16) where commute conditions were perceived as getting worse in the 2001-2002

data set, travel speed declined more sharply than in other zones. It declined between three and six miles per hour in those zones; while in 11 of the 16 zones the change in speed between 1998-2000 and 2001-2002 was one mile per hour or less. In zone 2 (Mountain View, Santa Clara, Sunnyvale area), where respondents indicated the most improved conditions travel speed increased by one mile per hour. The exception to this clean relationship between travel speed and perception of commute conditions was zone 9 (San Francisco Non-Downtown area). In that zone, travel speed declined by four miles per hour (a relatively large drop) while perceptions of conditions actually improved – from 19% to 24% indicating conditions had improved.

Carpool Lane Use:

Carpool lanes are not evenly distributed across the region's highway system. Consequently, some commuters are more likely than others to have access to them. Commuters to South Bay zones 1 and 2 and commuters in the Marin County area (zone 12) are most likely to have a carpool lane along their route to work. Zone 2 (Mountain View, Santa Clara, Sunnyvale area) has both the highest level of access to carpool lanes (64%) and the highest level of carpooling in the region (19%).

The *Commute Profile* data also looked at the percentage of commuters who have access to carpool lanes and use them, as well as the amount of time saved by using the carpool lanes. There appears to be some relationship between use and time saved. The zone with the highest percentage of users (zone 8, Downtown San Francisco area) also has the greatest reported time savings. Although the carpooling rate of respondents headed for San Francisco is low, there are a large number of bus riders who most likely realize the benefits of the lanes while on the bus. Because the actual number of respondents using carpool lanes and reporting time saved is small for each zone (between 7 and 162 with an average of 46 responses), it is difficult to definitively define the relationship between time-saved and use of HOV facilities.

Free Parking:

In 13 of the 16 analysis zones, more than 86% of commuters have free parking available at or near their worksite. The two San Francisco zones and the Oakland, Berkeley zone are the exceptions in the region where free parking is less common. These zones have the highest levels of transit use.

The highest level of free parking is found in zone 2 (Mountain View, Santa Clara, Sunnyvale area); this zone also has the highest level of carpooling along with zone 15 (Napa) at 19%. The lowest level of free parking is found in zone 8 (Downtown San Francisco); this zone has the lowest level of carpooling. Carpooling is relatively lower in San Francisco most likely as a result of the

extensive transit services available (i.e., individuals who do not wish to drive alone are choosing transit options rather than carpooling).

Employer Programs:

Respondents to *Commute Profile* surveys were asked if their employer encourages employees to use transit, carpool, bicycle or walk to work. At the most active end of scale, 45% - 50% of employers in zones 3 (Redwood City, Palo Alto area), 6 (San Ramon, Pleasanton area), 7 (Oakland, Berkeley area) and 2 (Mountain View, Santa Clara, Sunnyvale area) encourage the use of commute alternatives. The zones where employers were least likely to encourage the use of commute alternates were 14 (Vacaville, Fairfield, Sacramento area) and 15 (Napa area) – at 28% and 30% respectively.

Awareness:

Awareness of the 1-800 phone numbers commuters can call for ridesharing information, awareness of the rideshare program names (RIDES and Solano Napa Commuter Information) and awareness of the 817-1717 service have been tracked in *Commute Profile* for a number of years. The 800 numbers are known by 39% to 50% of respondents with most zones being in the mid to upper 40% range. The highest level of awareness is found in zone 11 (Vallejo, Richmond area). Awareness of the rideshare program names drops to the upper 20% range for most zones. The high is 32% in zone 9 (San Francisco Non-Downtown area) and the low is 12% in zone 15 (Napa area). Awareness of 817-1717 numbers is around 10% for most zones. It is highest in zone 7 (Oakland, Berkeley area) and lowest in the North Bay (zones 13, 14, 15 and 16).

There was a noticeable decline in awareness for all three measures between the 1998-2000 and the 2001-2002 data sets. Awareness of the 800 numbers dropped from an average of 54% to 38%. Awareness of the RIDES/SNCI names dropped from 31% to 21% and awareness of the 817-1717 dropped from 9% to 7%.

Internet Access:

Internet access runs from a high of 90% in zone 2 (Mountain View, Santa Clara, Sunnyvale area) to a low of 75% in zones 11 (Vallejo, Richmond area) and 15 (Napa area). Internet access increased between the 1998-2000 and 2001-2002 data sets. For the earlier time period, 77% of respondents indicated they had regular access. For the more recent time period, that figure jumped to 88%.

Data for Individual Zones:

The pages that follow include a series of tables and maps that display the data described above in more detail for each of the 16 zones.

Zone 1:
Campbell, Milpitas, Morgan Hill and San Jose².

Table 1-1
Commute Mode

<i>Mode</i>	1998-2000	2001-2002	5 Year Average
Drive alone	77%	78%	78%
Carpool	16%	16%	16%
Bus	3%	1%	2%
Telecommute	1%	1%	1%
Bicycle	1%	--	1%
Light Rail	1%	1%	1%
Caltrain	--	1%	1%
Walk	1%	--	1%
<i>n=</i>	635	448	1,083

Table 1-2
Perceptions of Commute Conditions

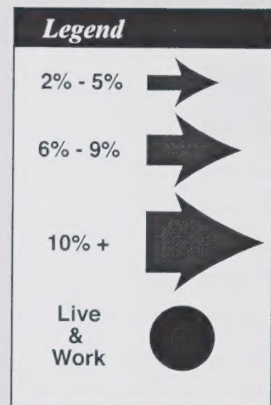
<i>Change From Previous Year</i>	1998-2000	2001-2002	5 Year Average
Better	17%	31%	23%
Worse	43%	27%	36%
About the same	40%	42%	41%
<i>n=</i>	635	448	1,083

Table 1-3
Average One-Way Commute Distance and Time

	1998-2000	2001-2002	5 Year Average
Distance (miles)	18	16	17
	<i>n=628</i>	<i>n=445</i>	<i>n=1,073</i>
Time (minutes)	32	31	31
	<i>n=630</i>	<i>n=446</i>	<i>n=1,076</i>
Estimated Average Speed (miles per hour)	33	31	33

² The cities which are underlined in each of the zones are the cities where a large percentage of the respondents are going.

Home Locations - Zone 1



Zone	%
1	62%
2	14%
4	7%
3	5%
6	3%
9	2%
5	2%
10	1%
7	1%
14	1%
11	1%
17	1%
16	1%

n = 1,073



Table 1-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	57%	51%	54%
	n=635	n=448	n=1,083
HOV Commuters Who Use Carpool Lane	26%	27%	27%
	n=245	n=117	n=362
Minutes Saved One-Way	14	17	14
	n=44	n=15	n=59

Table 1-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	92%	90%	91%
No free parking at work	8%	10%	9%
n=	631	445	1,076

Table 1-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	38%	41%	39%
No	58%	56%	57%
Not Sure	4%	4%	4%
n=	635	448	1,083

Table 1-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	55%	34%	46%
	n=628	n=448	n=1,076
RIDES / SNCI	34%	19%	27%
	n=631	n=445	n=1,076
817-1717 Number	9%	6%	8%
	n=629	n=448	n=1,077

Table 1-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	77%	88%	82%
No	23%	12%	18%
n=	478	428	906

Zone 2:
Cupertino, Los Altos, Los Gatos, Mountain View,
Santa Clara, Saratoga and Sunnyvale

Table 2-1
 Commute Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	75%	75%	75%
Carpool	20%	17%	19%
Bus	2%	1%	2%
Caltrain	1%	3%	2%
Walk	--	2%	1%
Bicycle	1%	1%	1%
Telecommute	1%	--	--
<i>n=</i>	511	384	895

Table 2-2
 Perceptions of Commute Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	14%	37%	24%
Worse	43%	23%	35%
About the same	43%	40%	42%
<i>n=</i>	511	384	895

Table 2-3
 Average One-Way Commute Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	16	17	17
	<i>n=511</i>	<i>n=384</i>	<i>n=895</i>
Time (minutes)	33	33	32
	<i>n=509</i>	<i>n=384</i>	<i>n=893</i>
Estimated Average Speed (miles per hour)	30	31	31

Home Locations - Zone 2

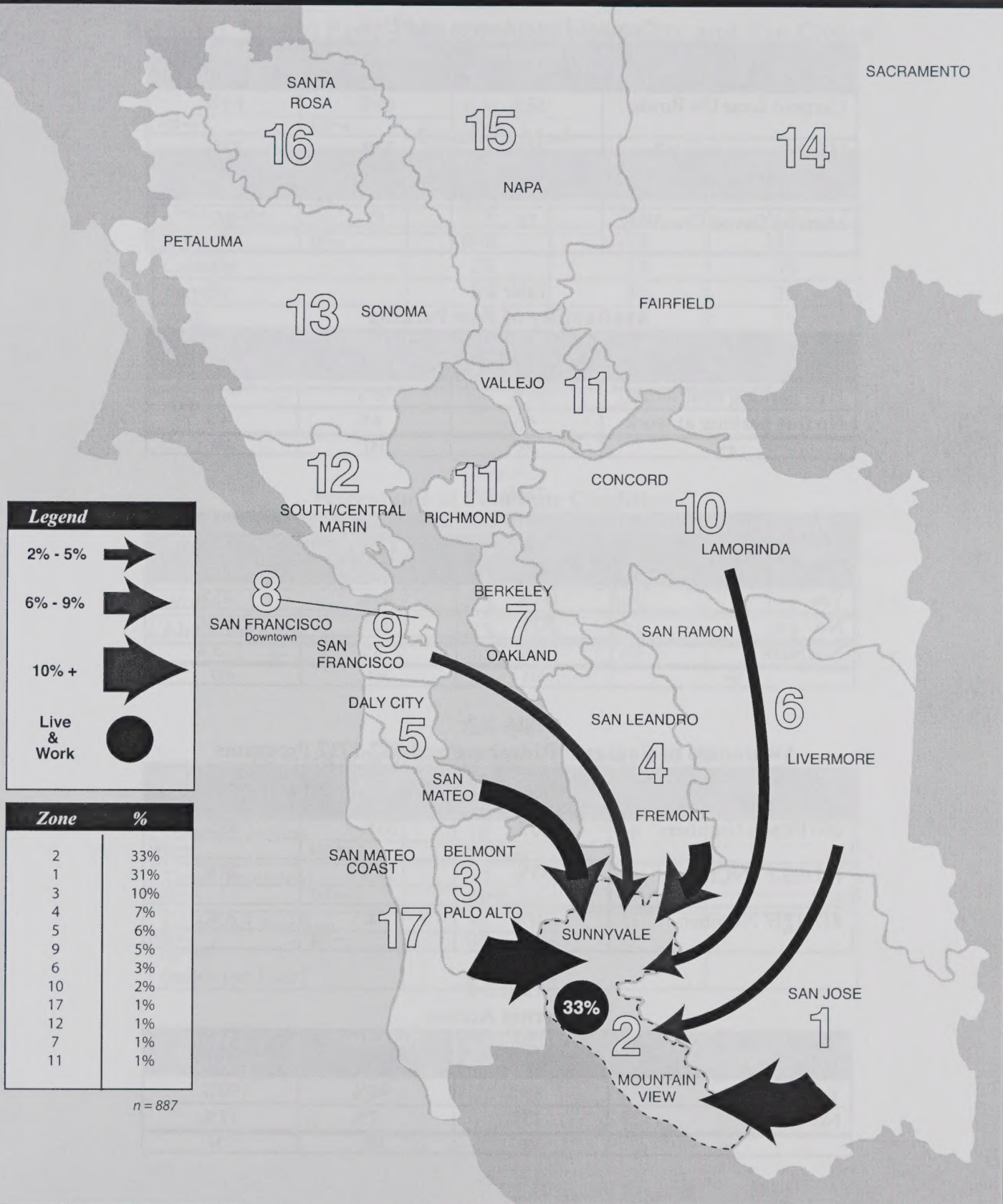


Table 2-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	63%	65%	64%
	n=511	n=384	n=895
HOV Commuters Who Use Carpool Lane	34%	33%	33%
	n=218	n=137	n=355
Minutes Saved One-Way	18	13	16
	n=56	n=31	n=87

Table 2-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	97%	95%	96%
No free parking at work	4%	6%	4%
n=	509	381	890

Table 2-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	44%	46%	45%
No	52%	50%	51%
Not Sure	5%	4%	5%
n=	511	384	895

Table 2-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	60%	33%	48%
	n=504	n=384	n=888
RIDES / SNCI	33%	21%	28%
	n=506	n=382	n=888
817-1717 Number	10%	7%	8%
	n=507	n=384	n=891

Table 2-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	85%	94%	90%
No	15%	7%	11%
n=	365	369	734

Zone 3:
Belmont, Menlo Park, Palo Alto, Redwood City and San Carlos

Table 3-1

Commute Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	77%	78%	77%
Carpool	13%	15%	14%
Caltrain	2%	3%	3%
Bicycle	2%	2%	2%
Walk	2%	1%	2%
Bus	2%	1%	1%
Vanpool	1%	--	1%
<i>n=</i>	515	362	877

Table 3-2

Perceptions of Commute Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	17%	30%	22%
Worse	47%	29%	39%
About the same	37%	41%	39%
<i>n=</i>	515	362	877

Table 3-3

Average One-Way Commute Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	18	16	17
	<i>n=513</i>	<i>n=360</i>	<i>n=873</i>
Time (minutes)	33	31	32
	<i>n=513</i>	<i>n=360</i>	<i>n=873</i>
Estimated Average Speed (miles per hour)	32	31	32

Home Locations - Zone 3

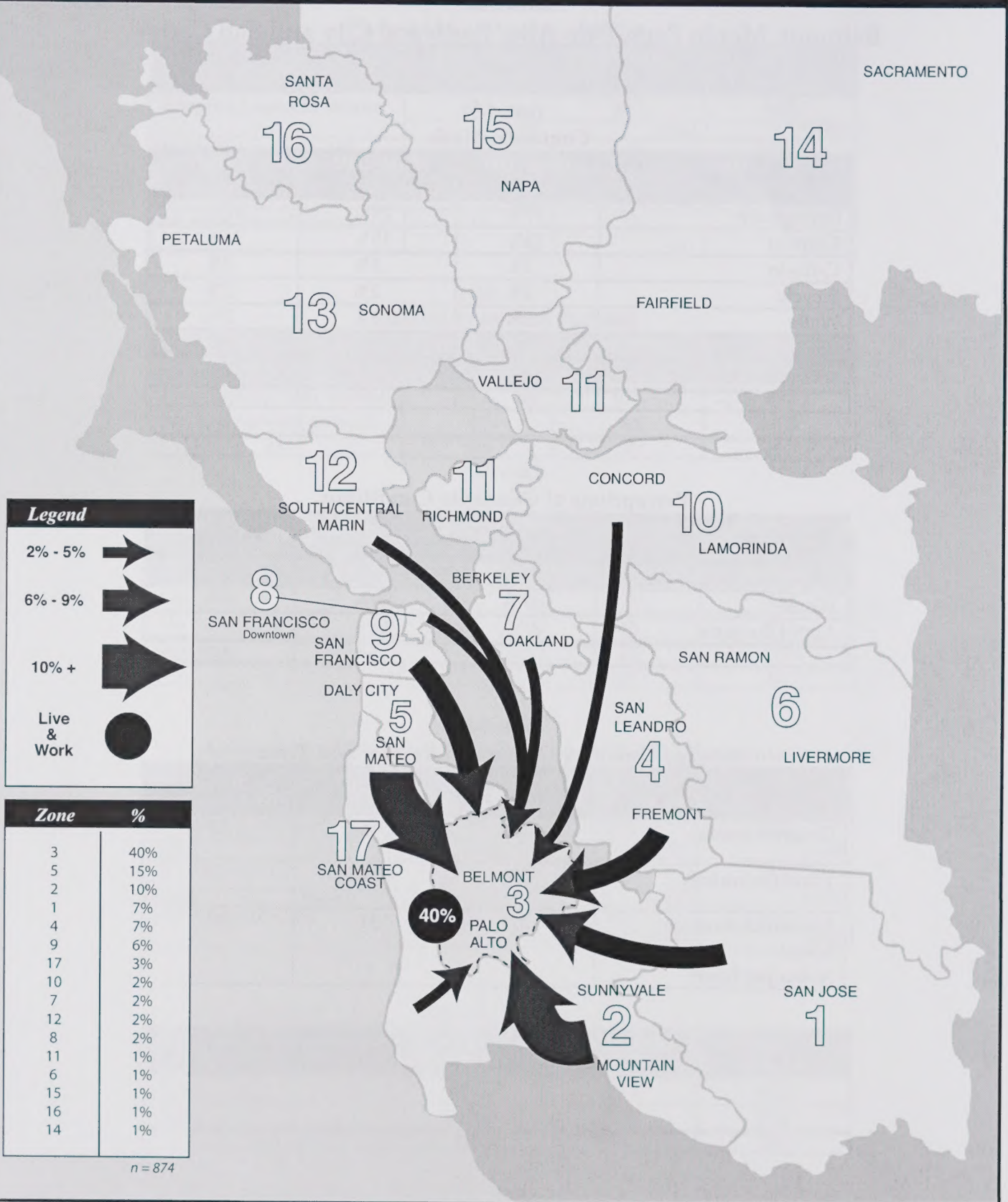


Table 3-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	42%	40%	42%
	n=515	n=362	n=877
HOV Commuters Who Use Carpool Lane	34%	31%	33%
	n=152	n=86	n=238
Minutes Saved One-Way	15	15	14
	n=40	n=16	n=56

Table 3-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	86%	87%	86%
No free parking at work	14%	14%	14%
n=	512	362	874

Table 3-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	50%	50%	50%
No	46%	47%	47%
Not Sure	4%	3%	3%
n=	515	362	877

Table 3-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	56%	34%	47%
	n=514	n=362	n=876
RIDES / SNCI	34%	23%	30%
	n=510	n=361	n=871
817-1717 Number	11%	10%	11%
	n=513	n=362	n=875

Table 3-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	83%	90%	86%
No	17%	10%	14%
n=	427	335	762

Zone 4:
Castro Valley, Fremont, Hayward, Newark,
San Leandro, San Lorenzo and Union City

Table 4-1
Commute Mode

<i>Mode</i>	1998-2000	2001-2002	5 Year Average
Drive alone	80%	74%	77%
Carpool	13%	21%	17%
Walk	--	2%	1%
Bus	2%	2%	2%
BART	3%	1%	2%
Telecommute	1%	--	1%
Motorcycle	1%	--	1%
<i>n=</i>	371	340	711

Table 4-2
Perceptions of Commute Conditions

<i>Change From Previous Year</i>	1998-2000	2001-2002	5 Year Average
Better	19%	23%	21%
Worse	37%	32%	35%
About the same	44%	44%	44%
<i>n=</i>	371	340	711

Table 4-3
Average One-Way Commute Distance and Time

	1998-2000	2001-2002	5 Year Average
Distance (miles)	20	19	20
	<i>n=367</i>	<i>n=337</i>	<i>n=704</i>
Time (minutes)	34	33	33
	<i>n=369</i>	<i>n=339</i>	<i>n=708</i>
Estimated Average Speed (miles per hour)	35	35	35

Home Locations - Zone 4

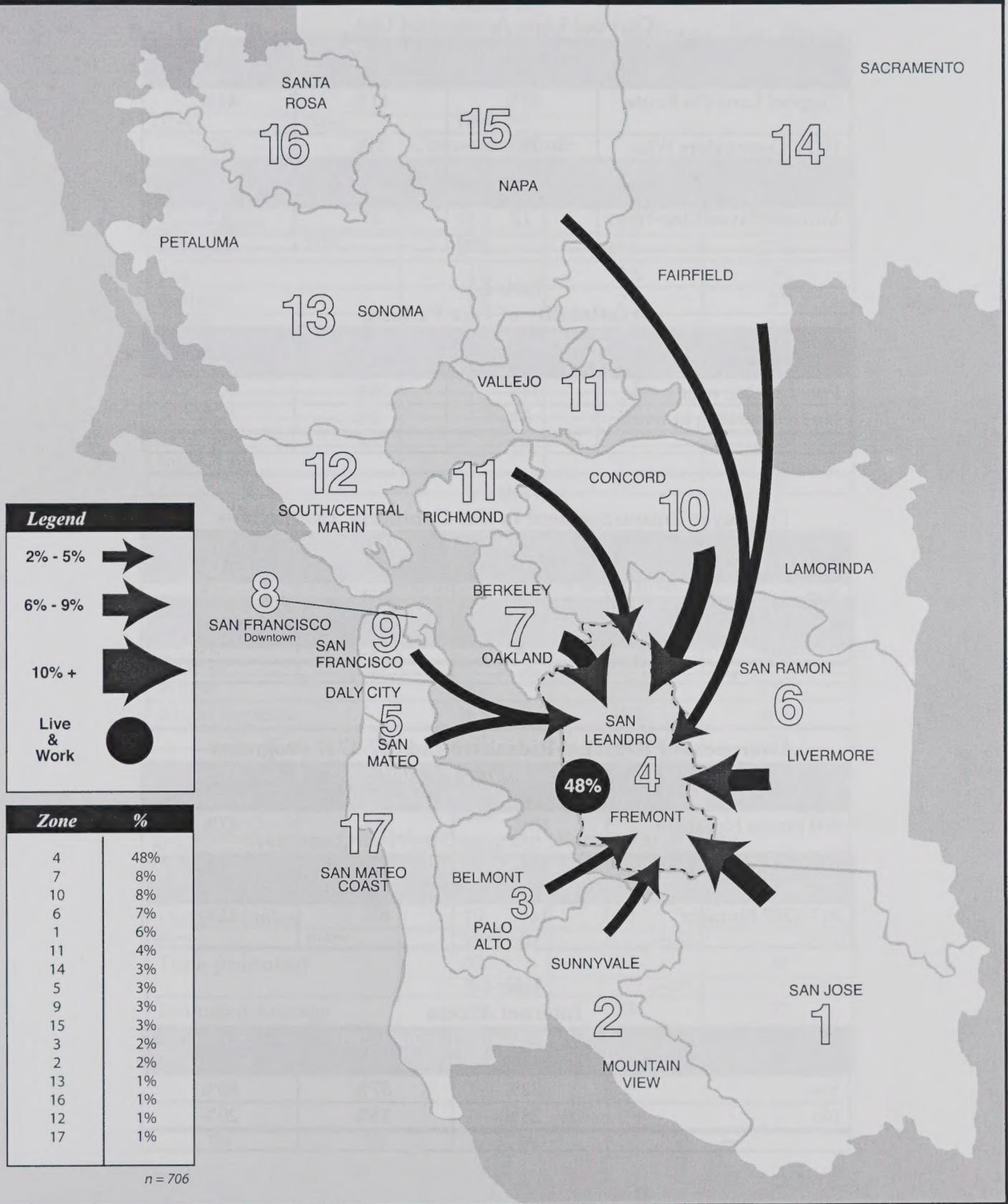


Table 4-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	47%	41%	44%
	n=371	n=340	n=711
HOV Commuters Who Use Carpool Lane	28%	28%	28%
	n=109	n=75	n=184
Minutes Saved One-Way	12	11	12
	n=24	n=13	n=37

Table 4-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	94%	95%	95%
No free parking at work	6%	5%	6%
n=	370	339	709

Table 4-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	29%	34%	31%
No	66%	62%	64%
Not Sure	5%	4%	5%
n=	371	340	711

Table 4-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	55%	38%	47%
	n=366	n=340	n=706
RIDES / SNCI	34%	25%	29%
	n=369	n=319	n=688
817-1717 Number	14%	8%	11%
	n=368	n=340	n=708

Table 4-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	72%	87%	80%
No	28%	13%	20%
n=	285	322	607

Zone 5:
Brisbane, Burlingame, Colma, Daly City, Milbrae, San Bruno,
San Mateo and South San Francisco

Table 5-1
Commute Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	74%	73%	73%
Carpool	17%	18%	17%
Bus	4%	3%	3%
Caltrain	1%	2%	2%
BART	1%	2%	1%
Bicycle	--	1%	1%
Walk	2%	1%	1%
Vanpool	1%	1%	1%
Telecommute	--	1%	--
Light Rail	1%	--	--
<i>n=</i>	419	366	785

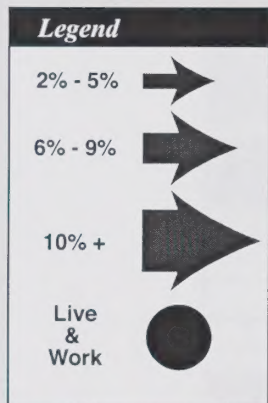
Table 5-2
Perceptions of Commute Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	16%	23%	19%
Worse	38%	31%	35%
About the same	46%	46%	46%
<i>n=</i>	419	366	785

Table 5-3
Average One-Way Commute Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	19	19	19
	<i>n=410</i>	<i>n=363</i>	<i>n=773</i>
Time (minutes)	32	33	32
	<i>n=416</i>	<i>n=363</i>	<i>n=779</i>
Estimated Average Speed (miles per hour)	35	35	35

Home Locations - Zone 5



Zone	%
5	44%
9	13%
3	11%
12	4%
17	4%
4	3%
14	3%
11	3%
2	3%
10	2%
15	2%
13	2%
8	2%
6	1%
1	1%
16	1%
7	1%

n = 779

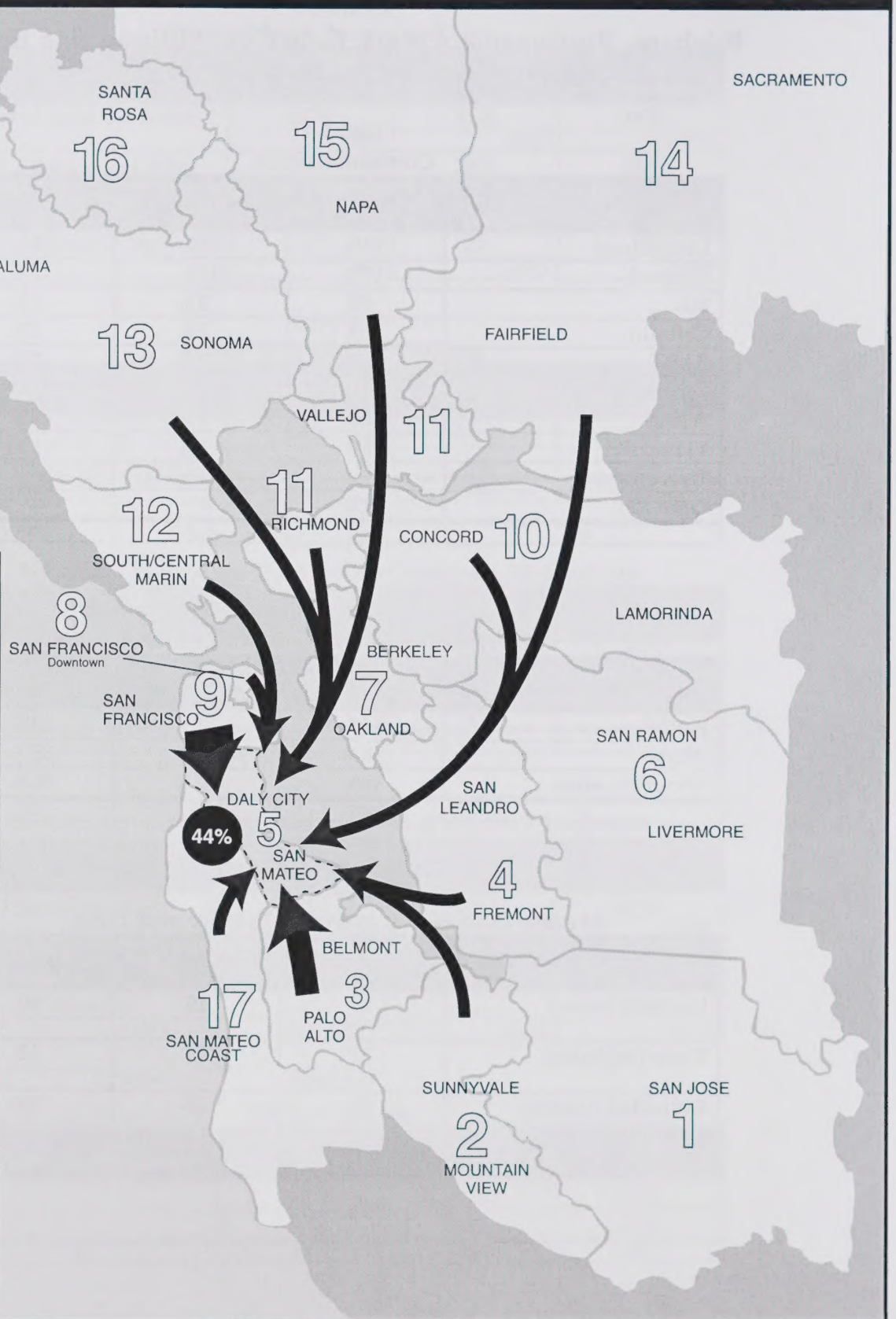


Table 5-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	27% <i>n</i> =418	28% <i>n</i> =366	28% <i>n</i> =784
HOV Commuters Who Use Carpool Lane	31% <i>n</i> =81	35% <i>n</i> =60	33% <i>n</i> =141
Minutes Saved One-Way	16 <i>n</i> =18	15 <i>n</i> =14	16 <i>n</i> =32

Table 5-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	91%	88%	90%
No free parking at work	9%	12%	11%
<i>n</i> =	416	363	779

Table 5-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	36%	39%	37%
No	62%	56%	59%
Not Sure	2%	5%	4%
<i>n</i> =	419	366	785

Table 5-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	57% <i>n</i> =416	37% <i>n</i> =365	48% <i>n</i> =781
RIDES / SNCI	34% <i>n</i> =418	22% <i>n</i> =351	28% <i>n</i> =769
817-1717 Number	10% <i>n</i> =415	7% <i>n</i> =366	9% <i>n</i> =781

Table 5-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	72%	90%	81%
No	28%	10%	19%
<i>n</i> =	363	352	715

Zone 6:
**Alamo, Danville, Dublin, Livermore, Pleasanton,
San Ramon, Stockton and Sunol.**

Table 6-1
Commute Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	74%	78%	76%
Carpool	19%	15%	17%
Vanpool	1%	2%	2%
BART	2%	2%	2%
Walk	1%	1%	1%
Bicycle	1%	1%	1%
Telecommute	--	1%	1%
Motorcycle	1%	--	1%
Bus	1%	--	1%
<i>n=</i>	291	254	545

Table 6-2
Perceptions of Commute Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	21%	22%	22%
Worse	35%	34%	35%
About the same	43%	45%	44%
<i>n=</i>	291	254	545

Table 6-3
Average One-Way Commute Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	24	25	24
	<i>n=290</i>	<i>n=250</i>	<i>n=540</i>
Time (minutes)	37	40	37
	<i>n=290</i>	<i>n=252</i>	<i>n=542</i>
Estimated Average Speed (miles per hour)	38	38	39

Home Locations - Zone 6

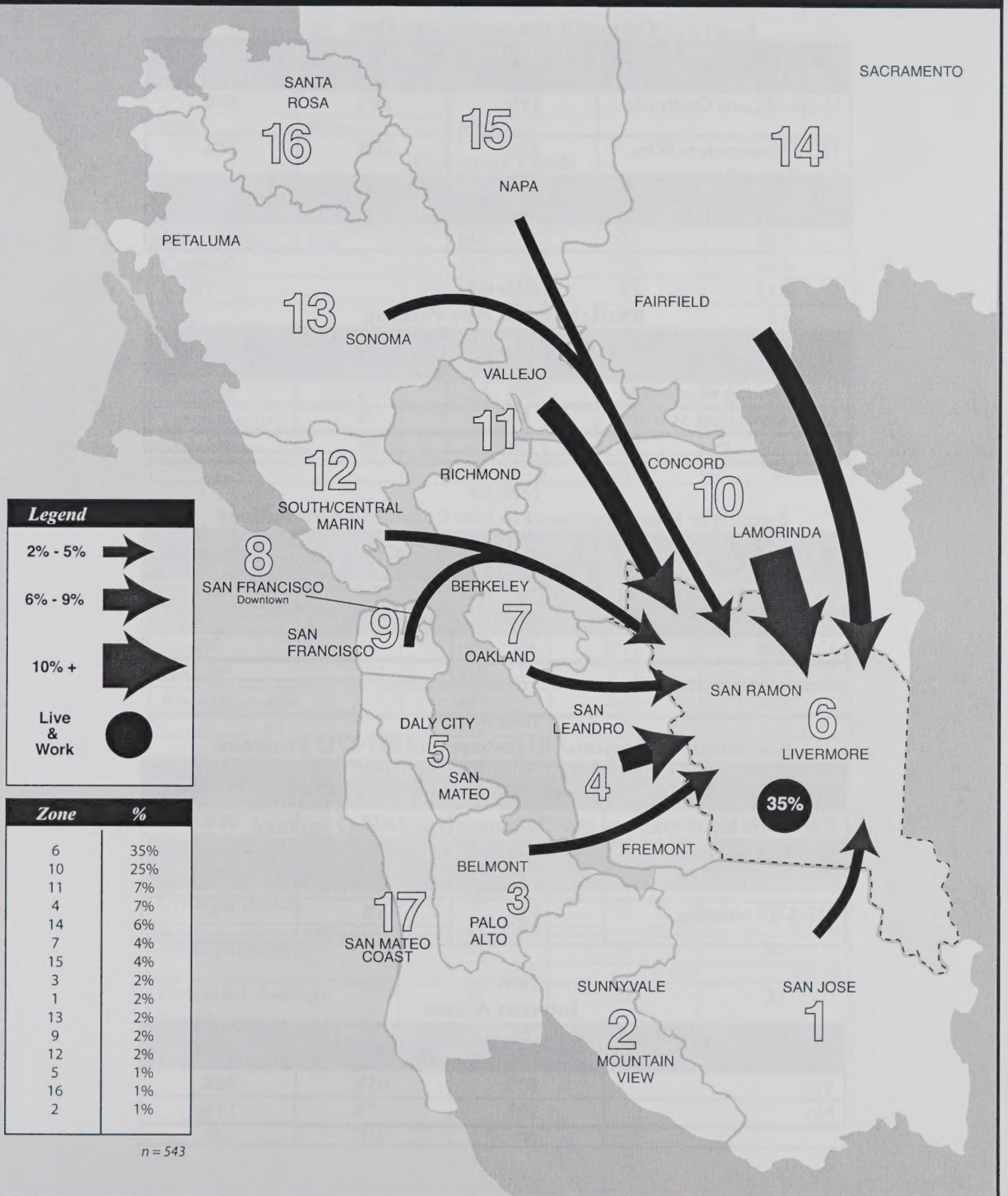


Table 6-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	49%	49%	49%
	n=291	n=254	n=545
HOV Commuters Who Use Carpool Lane	32%	26%	29%
	n=93	n=77	n=170
Minutes Saved One-Way	12	13	12
	n=26	n=13	n=39

Table 6-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	96%	93%	95%
No free parking at work	4%	7%	5%
n=	290	250	540

Table 6-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	47%	45%	46%
No	50%	52%	51%
Not Sure	3%	3%	3%
n=	291	254	545

Table 6-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	56%	42%	49%
	n=289	n=254	n=543
RIDES / SSCI	38%	28%	32%
	n=290	n=237	n=527
817-1717 Number	9%	5%	7%
	n=287	n=254	n=541

Table 6-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	80%	93%	86%
No	20%	7%	14%
n=	242	243	485

Zone 7:
Alameda, Berkeley, Emeryville and Oakland.

Table 7-1
Commute Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	63%	62%	63%
Carpool	12%	20%	16%
BART	14%	8%	11%
Bus	4%	5%	4%
Walk	1%	2%	2%
Bicycle	1%	2%	1%
Vanpool	2%	1%	1%
Telecommute	1%	1%	1%
Motorcycle	--	1%	--
<i>n=</i>	573	478	1,051

Table 7-2
Perceptions of Commute Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	18%	20%	19%
Worse	33%	37%	35%
About the same	48%	43%	46%
<i>n=</i>	572	478	1,050

Table 7-3
Average One-Way Commute Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	19 <i>n=566</i>	21 <i>n=475</i>	20 <i>n=1,041</i>
Time (minutes)	36 <i>n=572</i>	39 <i>n=476</i>	36 <i>n=1,048</i>
Estimated Average Speed (miles per hour)	32	32	33

Home Locations - Zone 7

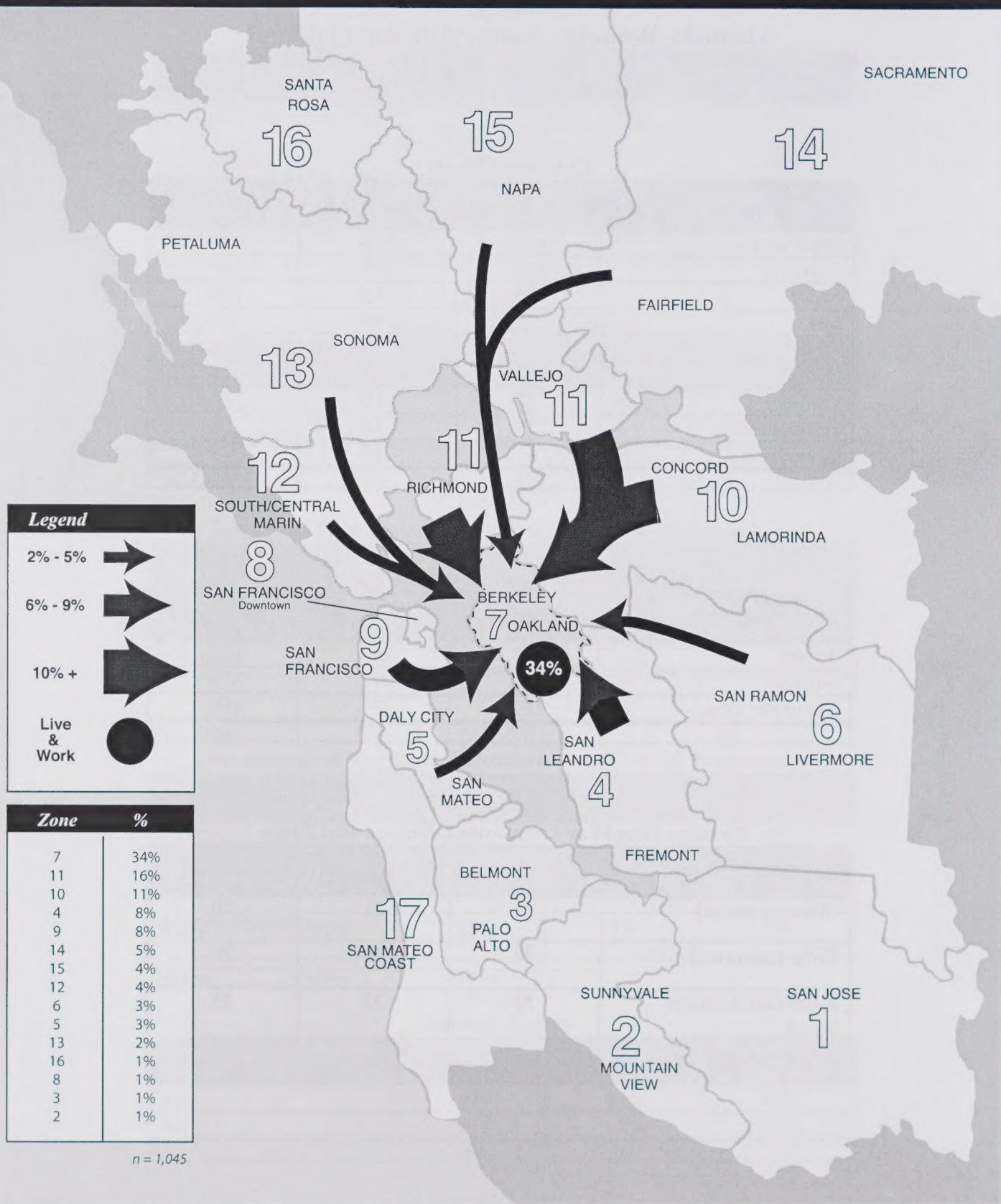


Table 7-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	44%	41%	43%
	n=573	n=478	n=1,051
HOV Commuters Who Use Carpool Lane	29%	30%	29%
	n=172	n=100	n=272
Minutes Saved One-Way	17	18	17
	n=34	n=14	n=48

Table 7-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	62%	66%	64%
No free parking at work	38%	34%	36%
n=	569	470	1,039

Table 7-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	45%	45%	45%
No	50%	51%	50%
Not Sure	5%	4%	5%
n=	573	478	1,051

Table 7-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	56%	42%	50%
	n=571	n=478	n=1,049
RIDES / SNCI	35%	25%	30%
	n=571	n=449	n=1,020
817-1717 Number	14%	13%	13%
	n=568	n=478	n=1,046

Table 7-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	77%	90%	84%
No	23%	10%	16%
n=	474	444	918

Zone 8:

San Francisco Financial District, South of Market and Civic Center
(94102, 94103, 94104, 94105, 94108, 94109, 94111, 94133).

Table 8-1
Commute Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	34%	39%	36%
Bus	22%	23%	23%
Carpool	11%	14%	12%
BART	19%	12%	16%
Walk	4%	4%	4%
Ferry	4%	2%	3%
Other	--	2%	1%
Bicycle	1%	1%	1%
Vanpool	1%	1%	1%
Caltrain	1%	1%	1%
Telecommute	1%	1%	1%
Light Rail	1%	1%	1%
ACE	2%	--	1%
Motorcycle	1%	--	1%
<i>n=</i>	1,068	836	1,926

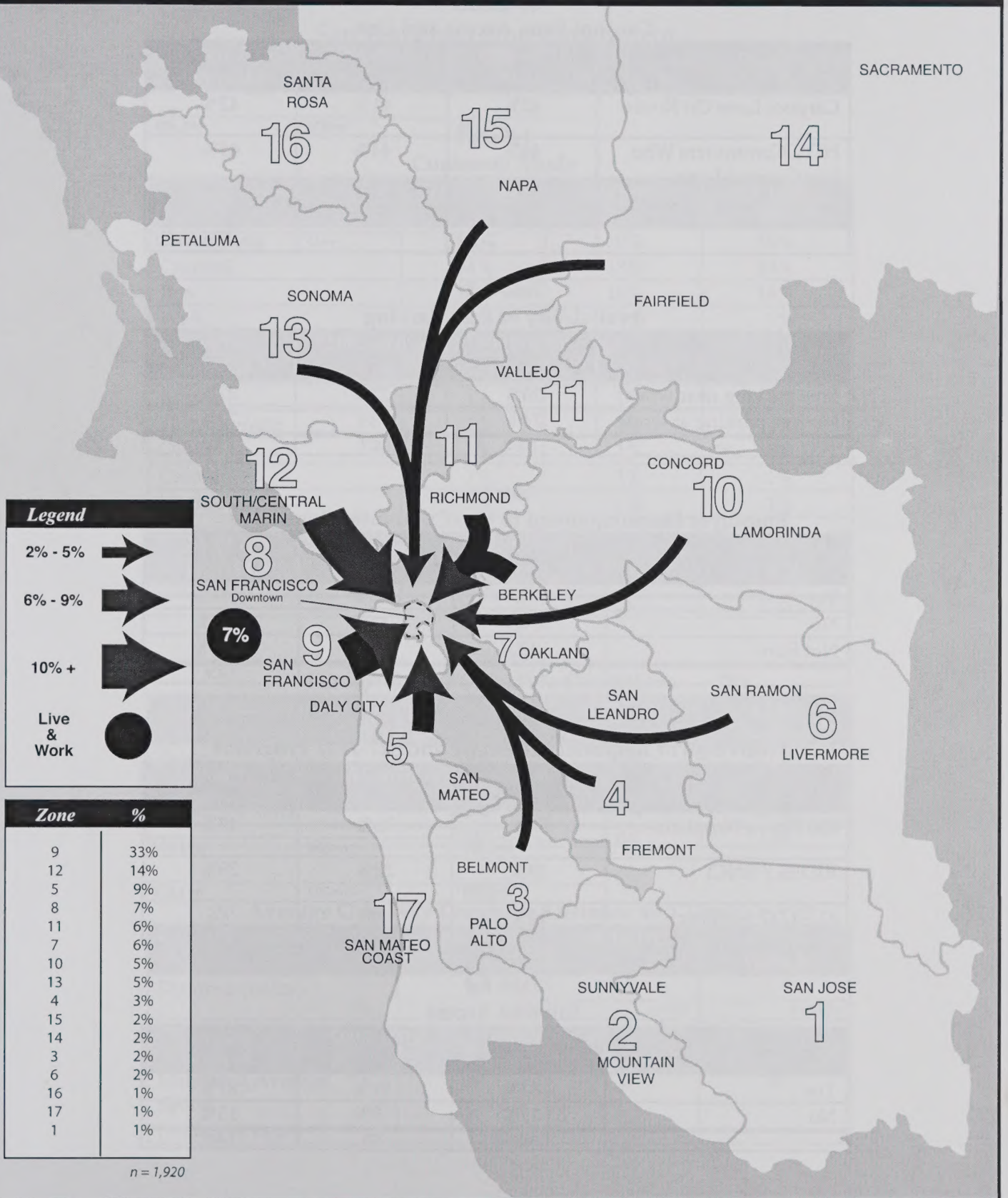
Table 8-2
Perceptions of Commute Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	19%	24%	21%
Worse	34%	36%	35%
About the same	47%	41%	44%
<i>n=</i>	1,068	836	1,926

Table 8-3
Average One-Way Commute Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	20	19	19
	<i>n=1,063</i>	<i>n=824</i>	<i>n=1,887</i>
Time (minutes)	44	43	43
	<i>n=1,089</i>	<i>n=831</i>	<i>n=1,920</i>
Estimated Average Speed	26	27	27

Home Locations - Zone 8



(miles per hour)			
------------------	--	--	--

Table 8-4

Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	42%	41%	42%
	<i>n</i> =1,729	<i>n</i> =836	<i>n</i> =1,925
HOV Commuters Who Use Carpool Lane	46%	44%	45%
	<i>n</i> =522	<i>n</i> =176	<i>n</i> =511
Minutes Saved One-Way	22	19	20
	<i>n</i> =168	<i>n</i> =47	<i>n</i> =162

Table 8-5

Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	26%	27%	27%
No free parking at work	74%	73%	73%
<i>n</i> =	1,057	821	1,900

Table 8-6

Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	39%	43%	41%
No	57%	53%	55%
Not Sure	4%	5%	4%
<i>n</i> =	1,068	836	1,926

Table 8-7

Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	56%	36%	47%
	<i>n</i> =1,081	<i>n</i> =836	<i>n</i> =1,917
RIDES / SNCI	35%	22%	29%
	<i>n</i> =1,081	<i>n</i> =797	<i>n</i> =1,878
817-1717 Number	10%	8%	9%
	<i>n</i> =1,083	<i>n</i> =836	<i>n</i> =1,919

Table 8-8

Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	83%	91%	87%
No	17%	9%	13%
<i>n</i> =	901	778	1,697

Zone 9:**San Francisco Non-Downtown**

(94107, 94110, 94112, 94114, 94115, 94116, 94117, 94118,
94121, 94122, 94123, 94124, 94127, 94129, 94130-94134, 94143).

Table 9-1

Commute Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	50%	50%	50%
Carpool	14%	18%	16%
Bus	16%	15%	16%
Walk	4%	5%	5%
BART	8%	5%	7%
Vanpool	2%	1%	2%
Bicycle	1%	1%	1%
Telecommute	1%	1%	1%
Other	1%	1%	1%
Caltrain	1%	1%	1%
Motorcycle	1%	1%	1%
Light Rail	1%	--	1%
Ferry	1%	--	1%
ACE	1%	--	--
<i>n=</i>	640	415	1,055

Table 9-2

Perceptions of Commute Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	19%	24%	21%
Worse	32%	33%	33%
About the same	49%	43%	47%
<i>n=</i>	640	415	1,055

Table 9-3

Average One-Way Commute Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	18	14	17
	<i>n=619</i>	<i>n=404</i>	<i>n=1,023</i>
Time (minutes)	37	33	34
	<i>n=636</i>	<i>n=414</i>	<i>n=1,050</i>
Estimated Average Speed (miles per hour)	29	25	28

Home Locations - Zone 9

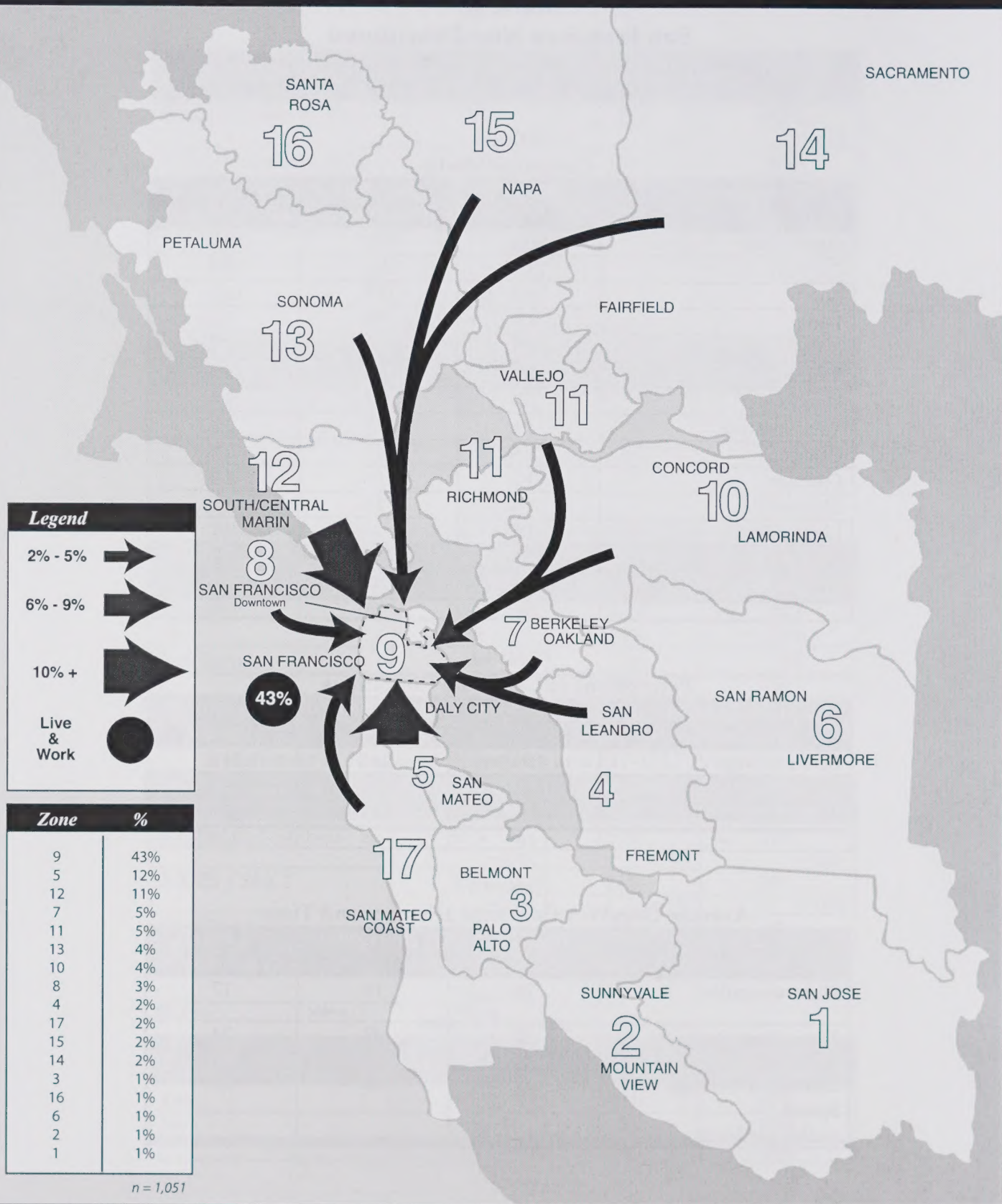


Table 9-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	38%	34%	36%
	n=450	n=415	n=1,055
HOV Commuters Who Use Carpool Lane	39%	36%	38%
	n=65	n=88	n=275
Minutes Saved One-Way	19	17	17
	n=11	n=22	n=75

Table 9-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	51%	52%	51%
No free parking at work	49%	48%	49%
n=	634	409	1,043

Table 9-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	41%	45%	43%
No	56%	48%	53%
Not Sure	3%	7%	5%
n=	640	415	1,055

Table 9-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	56%	38%	49%
	n=635	n=414	n=1,049
RIDES / SNCI	37%	24%	32%
	n=629	n=405	n=1,034
817-1717 Number	9%	9%	9%
	n=630	n=414	n=1,044

Table 9-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	75%	90%	81%
No	25%	10%	19%
n=	576	400	976

Zone 10:
Antioch, Clayton, Concord, Lafayette, Martinez, Moraga, Orinda,
Pacheco, Pittsburg, Pleasant Hill and Walnut Creek.

Table 10-1

Commuter Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	76%	76%	76%
Carpool	15%	18%	17%
Walk	1%	1%	1%
Vanpool	1%	1%	1%
BART	2%	1%	1%
Telecommute	2%	1%	1%
Bus	1%	1%	1%
Other	--	1%	1%
Motorcycle	--	1%	--
Bicycle	--	1%	--
<i>n=</i>	450	444	900

Table 10-2

Perceptions of Commuter Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	21%	19%	20%
Worse	35%	37%	36%
About the same	44%	44%	44%
<i>n=</i>	450	444	900

Table 10-3

Average One-Way Commuter Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	19 <i>n=455</i>	20 <i>n=440</i>	20 <i>n=895</i>
Time (minutes)	33 <i>n=455</i>	34 <i>n=441</i>	32 <i>n=896</i>
Estimated Average Speed (miles per hour)	35	35	36

Home Locations - Zone 10

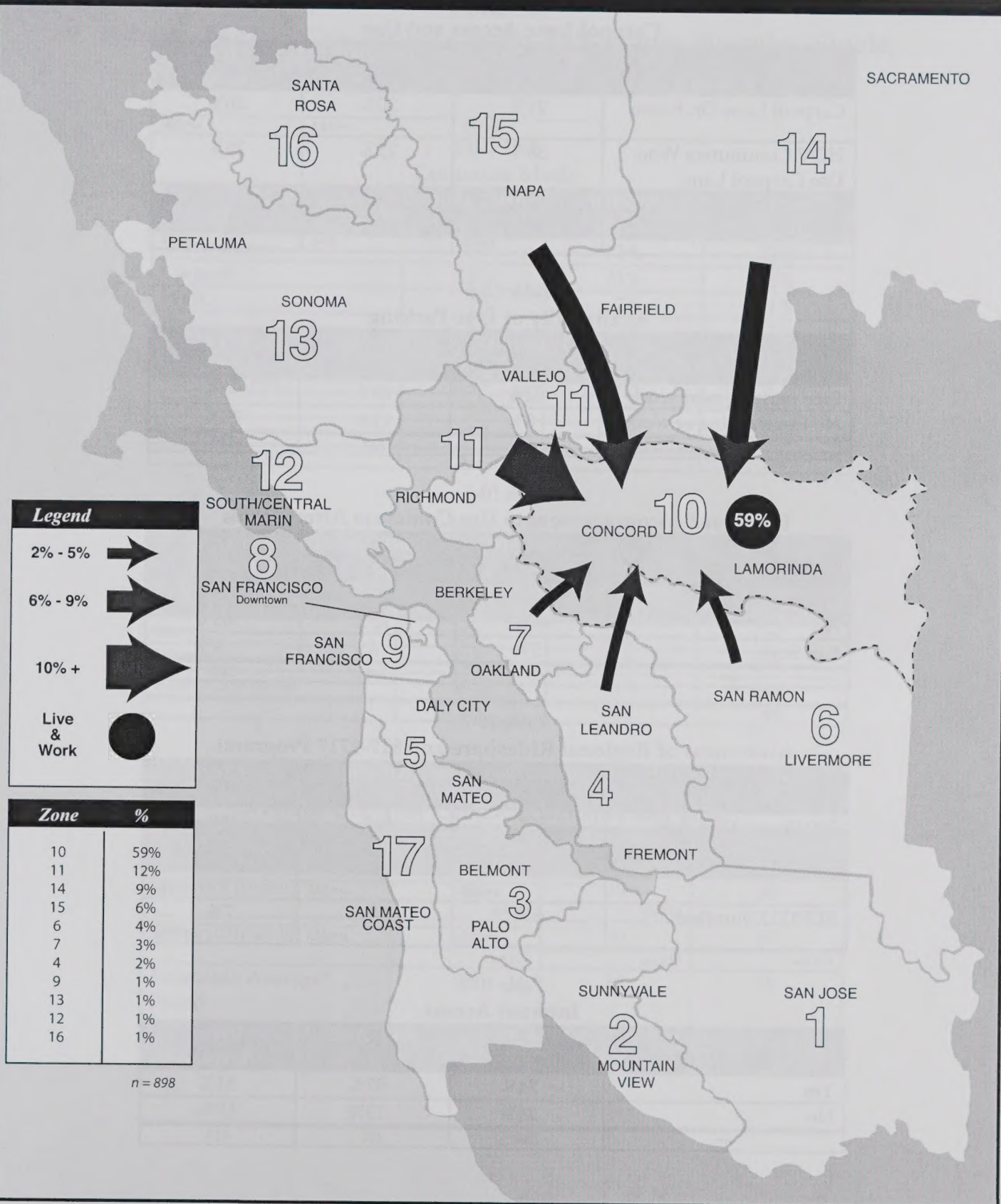


Table 10-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	21%	30%	26%
	n=372	n=444	n=900
HOV Commuters Who Use Carpool Lane	35%	15%	25%
	n=97	n=80	n=146
Minutes Saved One-Way	21	11	14
	n=10	n=6	n=18

Table 10-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	92%	89%	90%
No free parking at work	8%	11%	10%
n=	449	439	894

Table 10-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	33%	32%	32%
No	64%	62%	63%
Not Sure	3%	6%	4%
n=	450	444	900

Table 10-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	55%	40%	48%
	n=455	n=444	n=899
RIDES / SNCI	33%	25%	27%
	n=450	n=393	n=843
817-1717 Number	8%	6%	7%
	n=452	n=443	n=895

Table 10-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	74%	87%	81%
No	26%	13%	19%
n=	384	424	814

Zone 11:

**Albany, Benicia, Crockett, El Cerrito, El Sobrante, Hercules, Pinole,
Richmond, Rodeo, San Pablo and Vallejo.**

Table 11-1
Commute Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	76%	73%	75%
Carpool	15%	21%	18%
Walk	1%	2%	1%
Bus	4%	2%	3%
Bicycle	1%	1%	1%
Telecommute	2%	1%	2%
BART	1%	1%	1%
Vanpool	1%	1%	1%
<i>n=</i>	373	336	709

Table 11-2
Perceptions of Commute Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	19%	16%	18%
Worse	31%	38%	35%
About the same	49%	46%	48%
<i>n=</i>	373	336	709

Table 11-3
Average One-Way Commute Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	20 <i>n=368</i>	19 <i>n=336</i>	20 <i>n=704</i>
Time (minutes)	32 <i>n=372</i>	30 <i>n=335</i>	30 <i>n=707</i>
Estimated Average Speed (miles per hour)	38	38	39

Home Locations - Zone 11

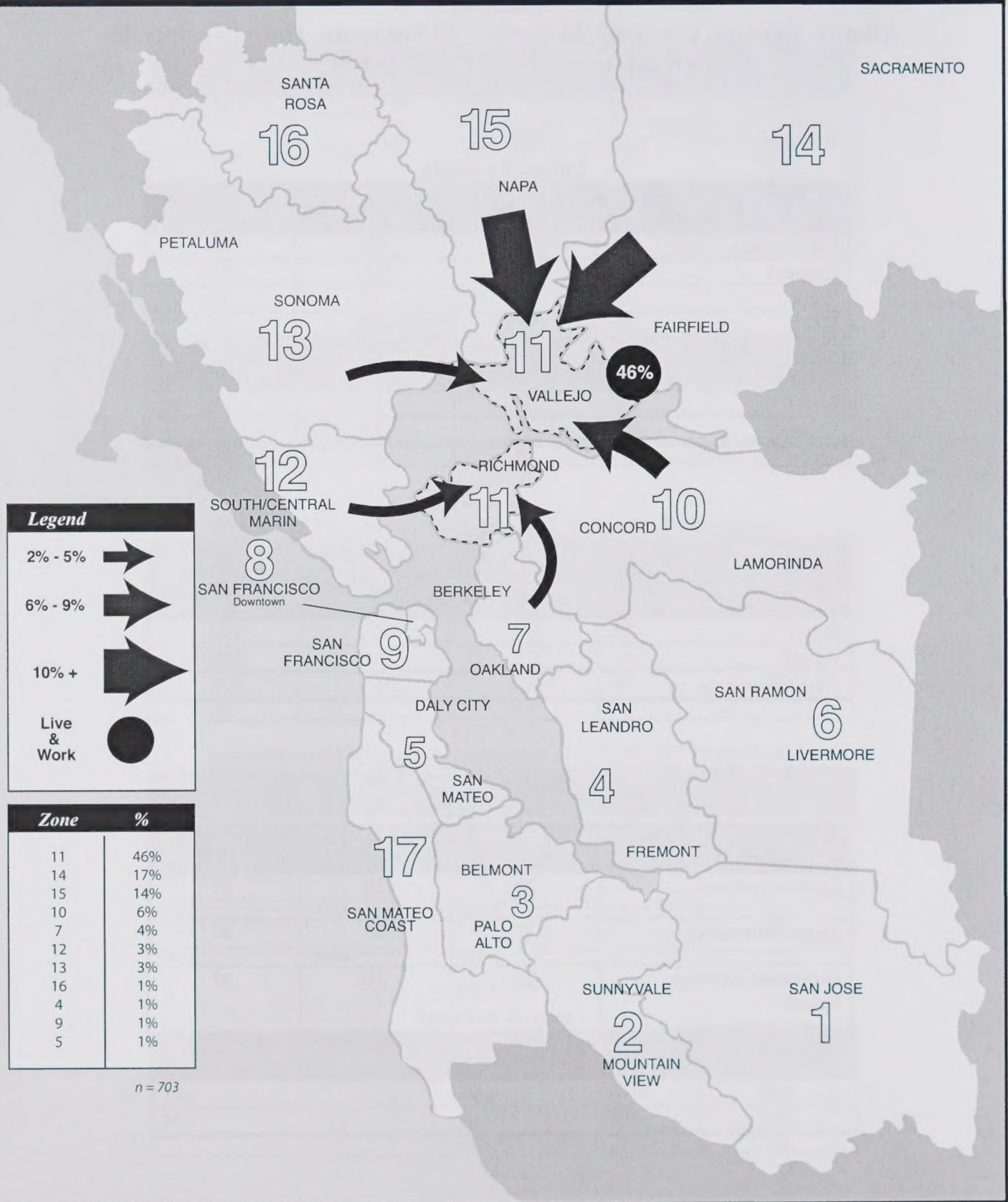


Table 11-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	40%	35%	38%
	n=433	n=336	n=708
HOV Commuters Who Use Carpool Lane	19%	28%	22%
	n=155	n=69	n=166
Minutes Saved One-Way	13	17	15
	n=26	n=12	n=22

Table 11-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	95%	94%	94%
No free parking at work	5%	6%	6%
n=	370	332	702

Table 11-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	31%	35%	33%
No	66%	59%	63%
Not Sure	3%	6%	4%
n=	373	336	709

Table 11-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	49%	46%	47%
	n=368	n=336	n=704
RIDES / SNCI	25%	31%	23%
	n=370	n=230	n=705
817-1717 Number	9%	5%	7%
	n=369	n=336	n=600

Table 11-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	64%	87%	75%
No	36%	13%	25%
n=	334	313	647

Zone 12:

Belvedere, Corte Madera, Fairfax, Greenbrae, Larkspur, Mill Valley, Ross, San Anselmo, San Quentin, San Rafael and Sausalito.

Table 12-1
Commute Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	75%	74%	75%
Carpool	12%	19%	16%
Walk	4%	2%	3%
Bus	5%	2%	3%
Telecommute	2%	1%	2%
Motorcycle	--	1%	1%
Bicycle	1%	1%	1%
Ferry	1%	--	--
<i>n=</i>	433	438	875

Table 12-2
Perceptions of Commute Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	17%	17%	17%
Worse	45%	35%	40%
About the same	39%	48%	44%
<i>n=</i>	433	438	875

Table 12-3
Average One-Way Commute Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	17	16	16
	<i>n=434</i>	<i>n=432</i>	<i>n=866</i>
Time (minutes)	34	31	32
	<i>n=435</i>	<i>n=435</i>	<i>n=870</i>
Estimated Average Speed (miles per hour)	30	31	31

Home Locations - Zone 12

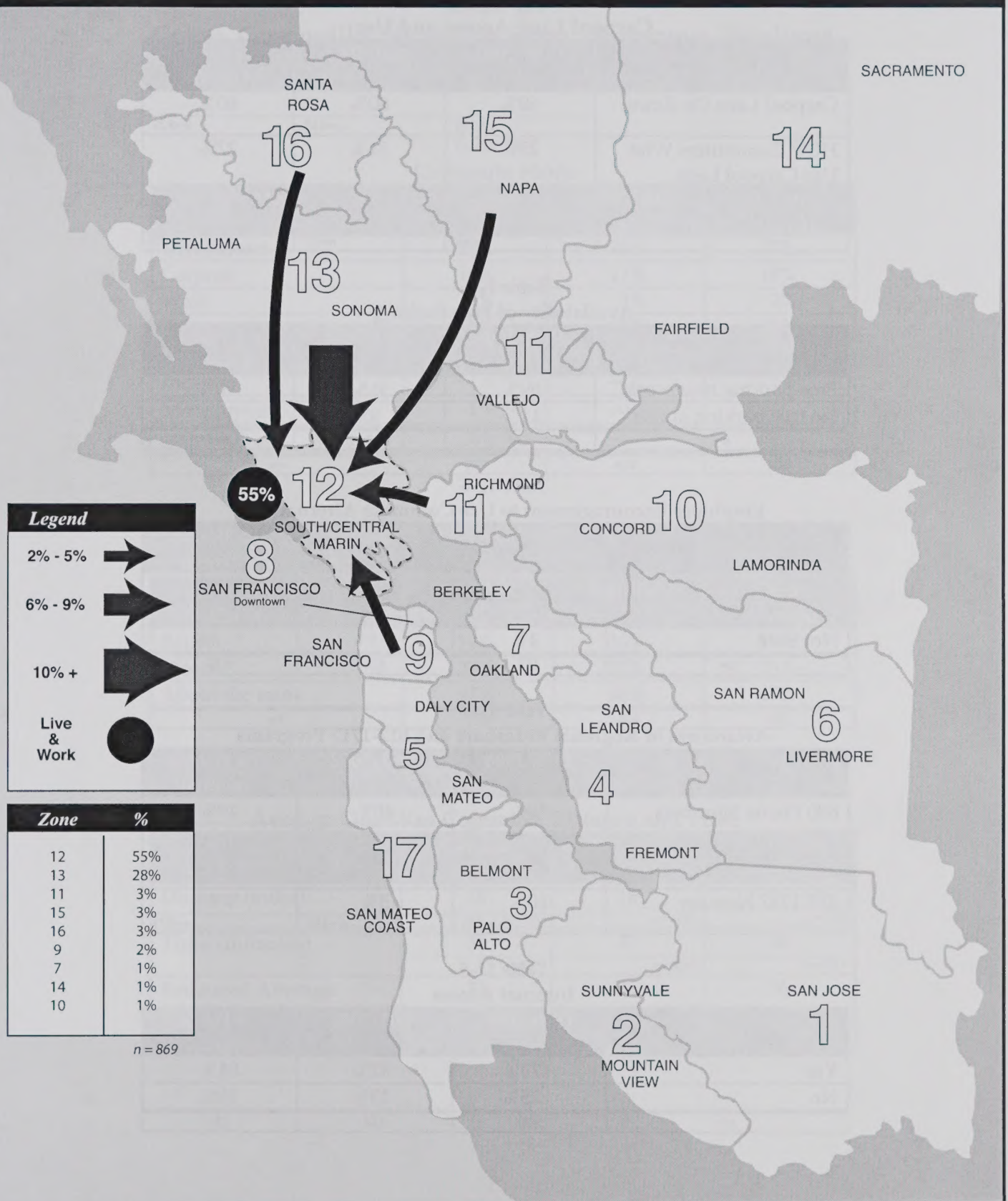


Table 12-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	60%	60%	60%
	n=375	n=438	n=875
HOV Commuters Who Use Carpool Lane	23%	31%	27%
	n=46	n=147	n=573
Minutes Saved One-Way	17	14	16
	n=5	n=23	n=49

Table 12-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	89%	91%	90%
No free parking at work	11%	9%	10%
n=	430	434	868

Table 12-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	31%	33%	32%
No	65%	62%	64%
Not Sure	4%	5%	5%
n=	433	438	875

Table 12-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	58%	40%	49%
	n=432	n=438	n=870
RIDES / SNCI	34%	25%	29%
	n=433	n=422	n=855
817-1717 Number	10%	5%	7%
	n=433	n=438	n=871

Table 12-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	75%	87%	81%
No	25%	13%	19%
n=	400	416	820

Zone 13:
Cotati, Guernville, Nicasio, Novato, Pennngrove, Petaluma,
Rohnert Part, Sebastopol and Sonoma

Table 13-1
Commute Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	76%	78%	77%
Carpool	18%	17%	18%
Walk	2%	3%	2%
Telecommute	1%	1%	1%
Bus	1%	1%	1%
Bicycle	1%	--	1%
Motorcycle	1%	--	--
Vanpool	1%	--	--
<i>n=</i>	375	404	788

Table 13-2
Perceptions of Commute Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	14%	16%	15%
Worse	39%	37%	38%
About the same	47%	46%	47%
<i>n=</i>	375	404	788

Table 13-3
Average One-Way Commute Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	18	16	17
	<i>n=381</i>	<i>n=403</i>	<i>n=784</i>
Time (minutes)	31	27	28
	<i>n=383</i>	<i>n=404</i>	<i>n=787</i>
Estimated Average Speed (miles per hour)	35	36	36

Home Locations - Zone 13

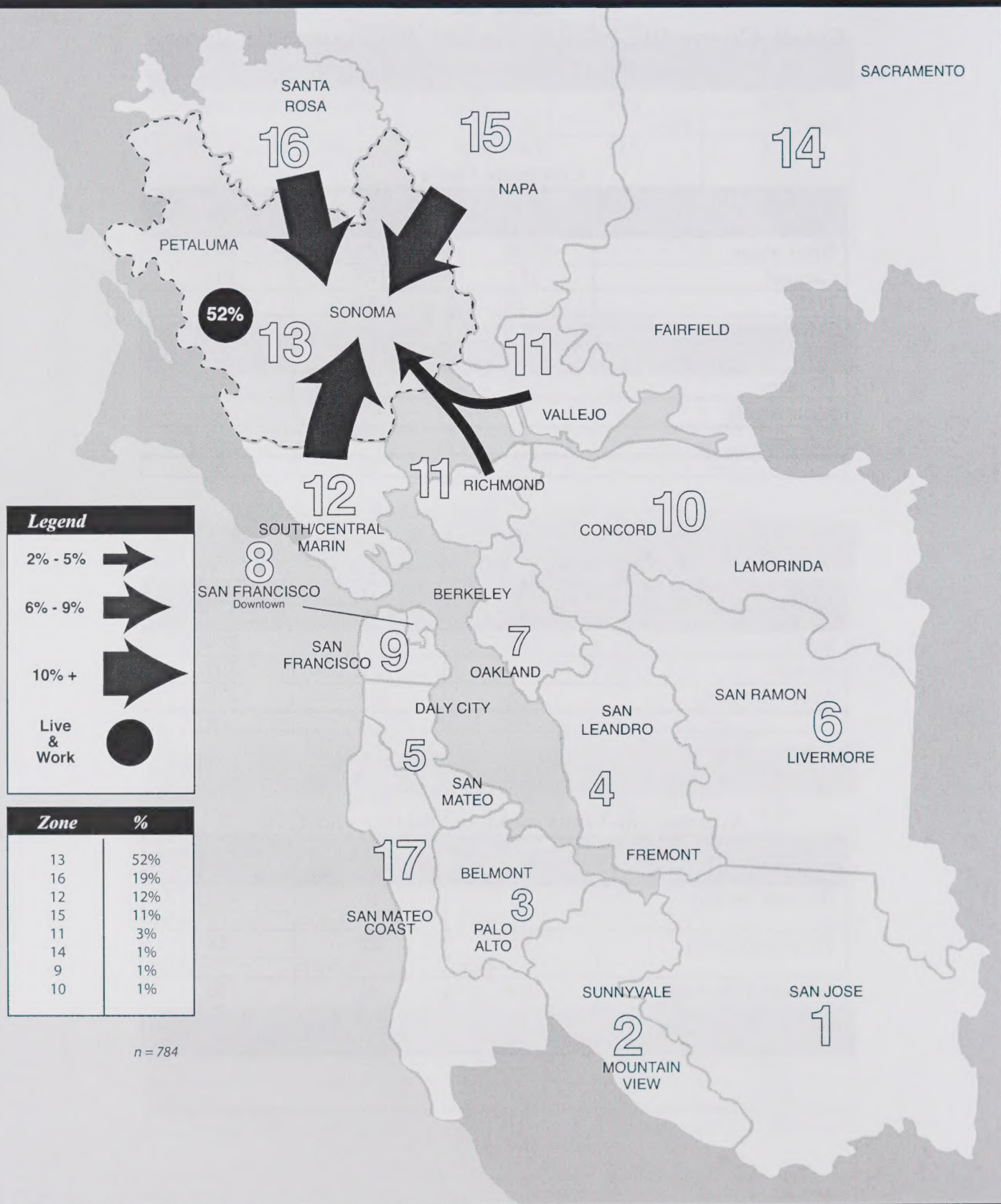


Table 13-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	21% <i>n</i> =317	15% <i>n</i> =404	18% <i>n</i> =788
HOV Commuters Who Use Carpool Lane	24% <i>n</i> =25	21% <i>n</i> =33	23% <i>n</i> =79
Minutes Saved One-Way	17 <i>n</i> =2	10 <i>n</i> =4	14 <i>n</i> =9

Table 13-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	92%	90%	91%
No free parking at work	8%	10%	9%
<i>n</i> =	373	397	779

Table 13-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	29%	35%	32%
No	66%	59%	63%
Not Sure	5%	5%	5%
<i>n</i> =	375	404	788

Table 13-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	55% <i>n</i> =379	36% <i>n</i> =404	45% <i>n</i> =783
RIDES / SNCI	26% <i>n</i> =377	23% <i>n</i> =384	24% <i>n</i> =761
817-1717 Number	5% <i>n</i> =382	4% <i>n</i> =403	5% <i>n</i> =785

Table 13-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	73%	89%	82%
No	27%	11%	18%
<i>n</i> =	349	375	722

Zone 14:
Davis, Dixon, Fairfield, Sacramento, Suisun,
Travis AFB, Vacaville and Winters.

Table 14-1
Commuter Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	78%	78%	78%
Carpool	15%	20%	17%
Walk	2%	2%	2%
Bus	1%	1%	1%
Telecommute	1%	--	1%
Bicycle	1%	--	--
Vanpool	1%	--	1%
<i>n=</i>	317	328	645

Table 14-2
Perceptions of Commuter Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	16%	16%	16%
Worse	27%	44%	35%
About the same	57%	40%	49%
<i>n=</i>	317	328	645

Table 14-3
Average One-Way Commuter Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	17	14	16
	<i>n=312</i>	<i>n=325</i>	<i>n=637</i>
Time (minutes)	24	24	24
	<i>n=313</i>	<i>n=326</i>	<i>n=639</i>
Estimated Average Speed (miles per hour)	44	38	40

Home Locations - Zone 14

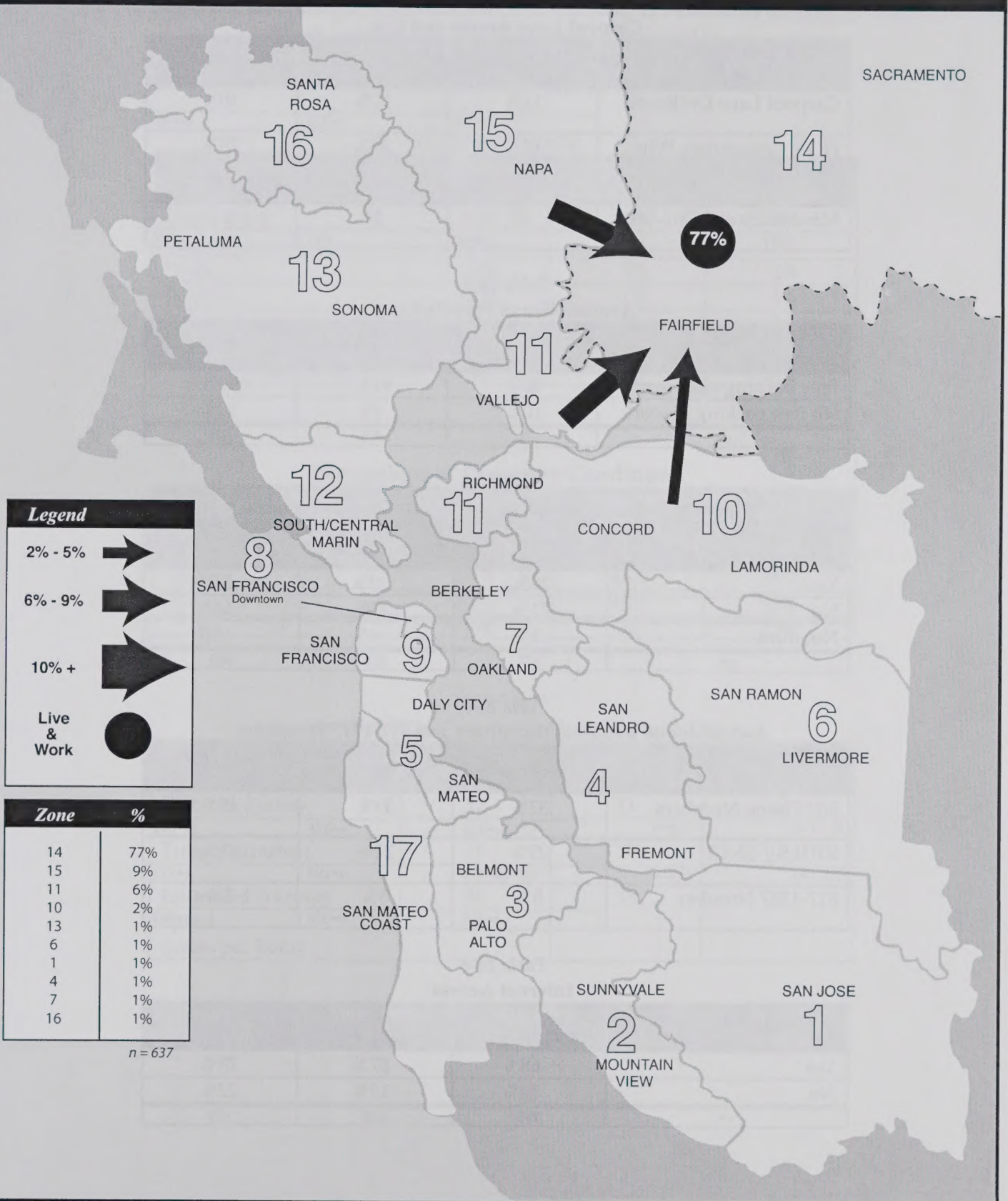


Table 14-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	11% <i>n</i> =589	10% <i>n</i> =328	10% <i>n</i> =645
HOV Commuters Who Use Carpool Lane	12% <i>n</i> =25	36% <i>n</i> =22	23% <i>n</i> =47
Minutes Saved One-Way	10 <i>n</i> =4	14 <i>n</i> =7	13 <i>n</i> =9

Table 14-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	90%	91%	90%
No free parking at work	10%	9%	10%
<i>n</i> =	317	326	643

Table 14-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	28%	32%	30%
No	71%	62%	66%
Not Sure	1%	6%	3%
<i>n</i> =	317	328	645

Table 14-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	52% <i>n</i> =316	39% <i>n</i> =328	45% <i>n</i> =644
RIDES / SNCI	29% <i>n</i> =314	21% <i>n</i> =199	21% <i>n</i> =513
817-1717 Number	8% <i>n</i> =315	3% <i>n</i> =328	5% <i>n</i> =643

Table 14-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	68%	87%	78%
No	32%	13%	22%
<i>n</i> =	289	320	609

Zone 15:
**Angwin, Calistoga, Cloverdale, Freestone, Healdsburg, Napa,
 Rutherford, St. Helena and Yountville.**

Table 15-1
 Commute Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	74%	74%	74%
Carpool	18%	20%	19%
Walk	4%	4%	4%
Bicycle	1%	1%	1%
Bus	1%	1%	1%
Telecommute	2%	1%	1%
<i>n=</i>	589	632	1,230

Table 15-2
 Perceptions of Commute Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	12%	12%	12%
Worse	26%	44%	35%
About the same	62%	45%	53%
<i>n=</i>	589	632	1,230

Table 15-3
 Average One-Way Commute Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	12 <i>n=596</i>	11 <i>n=629</i>	12 <i>n=1,225</i>
Time (minutes)	19 <i>n=598</i>	19 <i>n=629</i>	19 <i>n=1,227</i>
Estimated Average Speed (miles per hour)	36	33	36

Home Locations - Zone 15

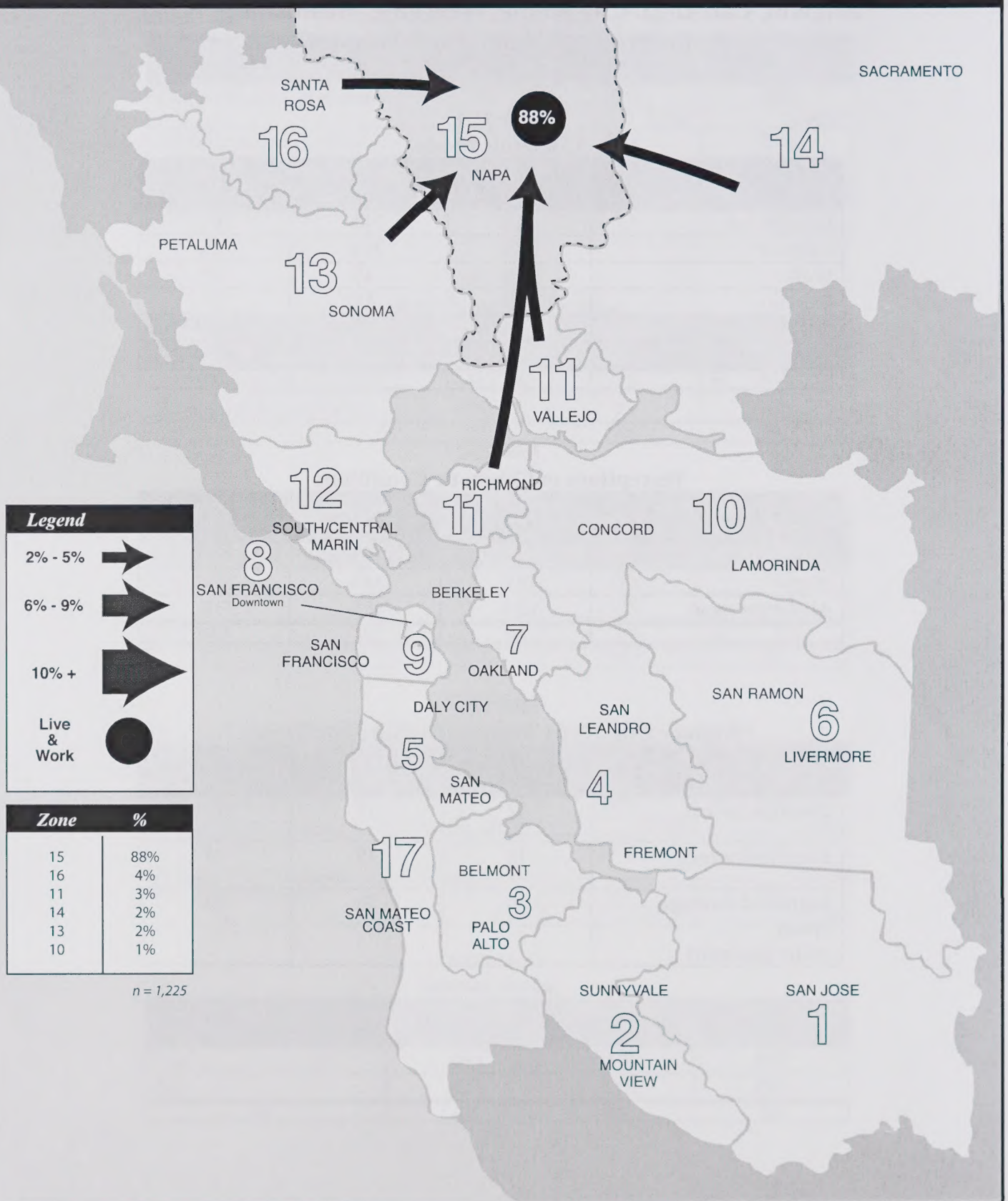


Table 15-4
Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	7% <i>n</i> =598	4% <i>n</i> =632	6% <i>n</i> =1,230
HOV Commuters Who Use Carpool Lane	40% <i>n</i> =26	22% <i>n</i> =18	32% <i>n</i> =44
Minutes Saved One-Way	17 <i>n</i> =4	17 <i>n</i> =3	16 <i>n</i> =7

Table 15-5
Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	93%	92%	93%
No free parking at work	7%	8%	7%
<i>n</i> =	588	631	1,228

Table 15-6
Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	28%	29%	28%
No	69%	67%	68%
Not Sure	3%	5%	4%
<i>n</i> =	589	632	1,230

Table 15-7
Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	44% <i>n</i> =593	35% <i>n</i> =632	39% <i>n</i> =1,225
RIDES / SNCI	12% <i>n</i> =589	12% <i>n</i> =346	12% <i>n</i> =935
817-1717 Number	7% <i>n</i> =595	3% <i>n</i> =632	5% <i>n</i> =1,227

Table 15-8
Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	67%	83%	75%
No	33%	17%	25%
<i>n</i> =	569	603	1,181

Zone 16:
Forestville, Santa Rosa and Windsor.

Table 16-1
Commute Mode

<i>Mode</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Drive alone	78%	78%	78%
Carpool	15%	17%	16%
Bus	2%	2%	2%
Bicycle	2%	1%	2%
Telecommute	1%	1%	1%
Walk	2%	1%	1%
Motorcycle	1%	--	1%
<i>n=</i>	377	306	683

Table 16-2
Perceptions of Commute Conditions

<i>Change From Previous Year</i>	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Better	13%	9%	11%
Worse	40%	44%	42%
About the same	47%	47%	47%
<i>n=</i>	377	306	683

Table 16-3
Average One-Way Commute Distance and Time

	<i>1998-2000</i>	<i>2001-2002</i>	<i>5 Year Average</i>
Distance (miles)	14	14	14
	<i>n=374</i>	<i>n=306</i>	<i>n=680</i>
Time (minutes)	24	27	25
	<i>n=376</i>	<i>n=306</i>	<i>n=682</i>
Estimated Average Speed (miles per hour)	36	31	34

Home Locations - Zone 16

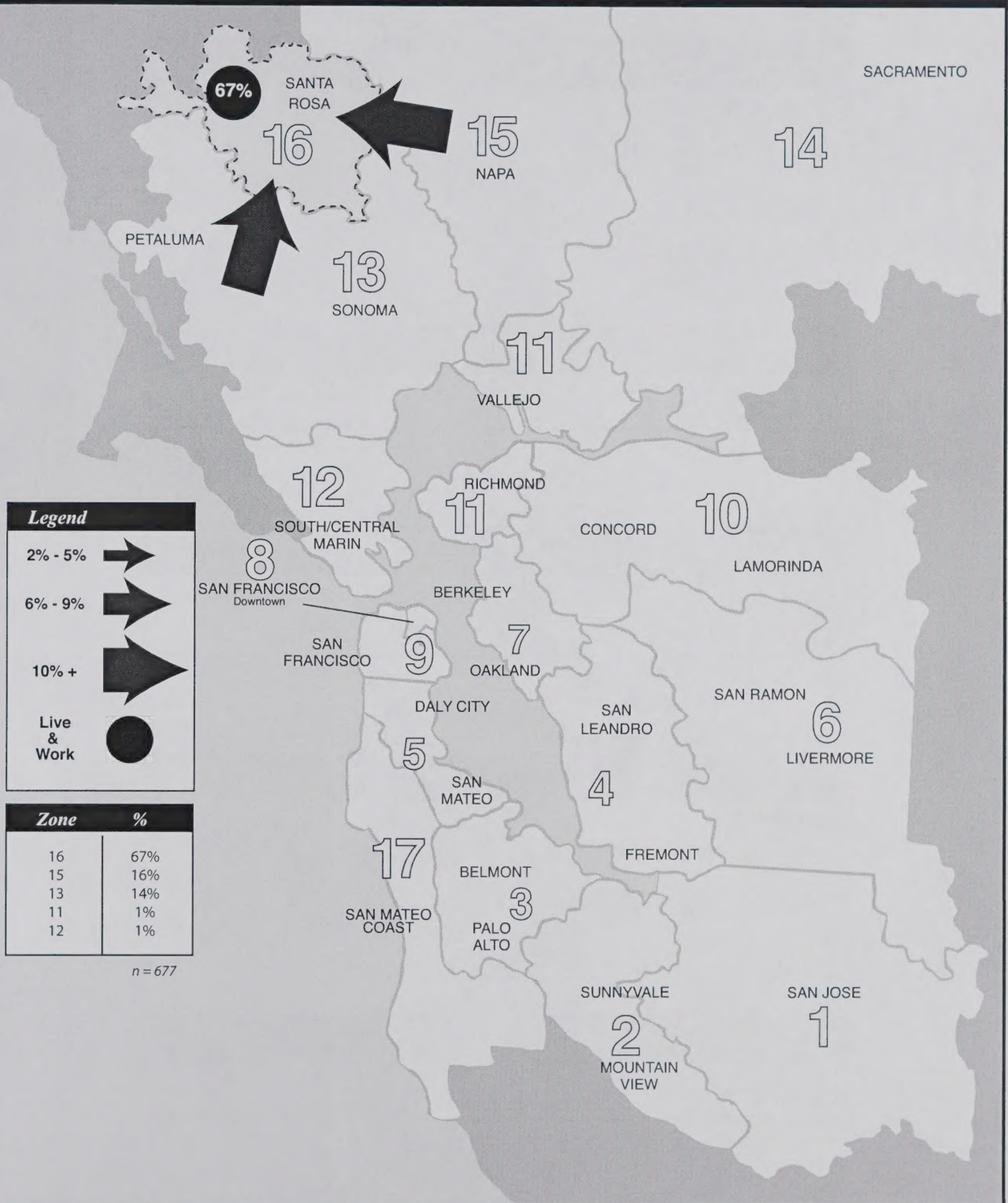


Table 16-4

Carpool Lane Access and Use

	1998-2000	2001-2002	5 Year Average
Carpool Lane On Route	9% <i>n</i> =377	8% <i>n</i> =306	9% <i>n</i> =683
HOV Commuters Who Use Carpool Lane	36% <i>n</i> =25	35% <i>n</i> =17	36% <i>n</i> =42
Minutes Saved One-Way	15 <i>n</i> =6	14 <i>n</i> =4	15 <i>n</i> =10

Table 16-5

Availability of Free Parking

	1998-2000	2001-2002	5 Year Average
Free parking near work	90%	91%	91%
No free parking at work	10%	9%	10%
<i>n</i> =	375	298	673

Table 16-6

Employer Encouragement to Use Commute Alternatives

	1998-2000	2001-2002	5 Year Average
Yes	32%	36%	34%
No	65%	60%	63%
Not Sure	3%	4%	3%
<i>n</i> =	377	306	683

Table 16-7

Awareness of Regional Rideshare and 817-1717 Programs

	1998-2000	2001-2002	5 Year Average
800 Phone Numbers	49% <i>n</i> =374	35% <i>n</i> =306	42% <i>n</i> =680
RIDES / SNCI	31% <i>n</i> =373	21% <i>n</i> =293	26% <i>n</i> =666
817-1717 Number	6% <i>n</i> =373	2% <i>n</i> =306	4% <i>n</i> =679

Table 16-8

Internet Access

	1998-2000	2001-2002	5 Year Average
Yes	73%	86%	79%
No	27%	15%	21%
<i>n</i> =	351	289	640

